



MINUTES

BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE
DECEMBER 16, 2021
5:30 PM
VIRTUAL MEETING

1. CALL TO ORDER

Chair Garcia called the meeting to order at 5:30 pm.

2. ROLL CALL

Members Present:

Chair Michael Garcia
Member Erick Aaboe
Member Terence Foreback
Member Judith Gabriele
Member Tony Gerlicz
Member Michelle Hoffman
Member Phil Lucero
Member Ben Pingilley

Members Excused:

Member Yolanda Eisenstein
Member Khal Spencer

Others Attending:

Romella Glorioso-Moss, Staff Liaison
Erick Aune, SFMPO
Hannah Burnham, SFMPO
Philip Crump, CoSF Resident
Michael Herrera, District 3 Resident
Lara Miller, PPL Subcommittee Member
Tim Rogers, SFCT
Leah Yngve, SFMPO

3. APPROVAL OF AGENDA



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MOTION: Member Aaboe moved, seconded by Member Gabriele, to approve the Agenda as amended.

VOTE: The motion was on the following Roll Call vote:

For: Chair Garcia, Member Aaboe, Member Foreback, Member Gabriele, Member Gerlicz, Member Hoffman, Member Lucero, Member Pingilley

Against: None

Abstain: None

Taken off the Agenda are items #6.c "Public Safety Committee Report"; #7.2.c (2nd bullet point) "BPAC Strategic Plan"; and #7.2.d. "The Idaho Stop Law".

4. APPROVAL OF MINUTES

a. August 12, 2021

b. October 14, 2021

MOTION: Member Foreback moved, seconded by Member Gerlicz, to approve the August 12, 2021 minutes as presented.

VOTE: The motion was on the following Roll Call vote:

For: Chair Garcia, Member Foreback, Member Gabriele, Member Gerlicz, Member Lucero, Member Pingilley

Against: None

Abstain: Member Aaboe, Member Hoffman



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MOTION: Member Foreback moved, seconded by Member Gabriele, to approve the October 14, 2021 minutes as presented.

VOTE: The motion was approved on the following Roll Call vote:

For: Chair Garcia, Member Foreback, Member Gabriele, Member Gerlicz, Member Hoffman, Member Pingilley

Against: None

Abstain: Member Aaboe, Member Lucero

5. COMMUNICATIONS FROM THE PUBLIC

6. COMMUNICATIONS FROM OTHER AGENCIES

- a. Santa Fe Metropolitan Planning Organization, Leah Yngve, Senior Transportation Planner
See Exhibit A.
- b. Santa Fe Conservation Trust, Tim Rogers, Trails Manager
- c. City of Santa Fe Public Safety Committee, Khalil Spencer, BPAC Representative & Vice Chair
- d. Safe Route to School Planning Committee (Phil Lucero, BPAC Representative)

7. DISCUSSION AND POSSIBLE ACTION ITEMS

- a. Planning, Policy and Law Subcommittee Appointment (Chair Garcia)



MINUTES

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- Erick Aaboe (New BPAC member representing County of Santa Fe, replacing Ms. Yvette Serrano; term ending 06.30.2022)

b. SWAN Park Trail Request (Michael Herrera, District 3 Constituent)

SFMPO will organize a field visit to SWAN Park with BPAC members and others who are interested in this project to assess the trail connectivity of Mutt Nelson neighborhood. Erick Aune mentioned that the advantage of Mr. Michael Herrera's request is this trail connectivity project is already included in the Bicycle Master Plan. Mr. Herrera is very willing to join the field visit and show BPAC members alternative routes. Depending on the number of BPAC members who can participate, Staff Liaison may need to post a Notice for Special Meeting in PrimeGov. Quorum is 6.

c. Committee Members Orientation

1. Administrative (Romella Glorioso-Moss, Staff Liaison)

- Public Works Department, Engineering Division, Roadway and Trails
- Resolution 2021-8
- Members' Roles, Duties and Responsibilities

Staff Liaison reminded all members not to "Reply All" when she emails them. All members need to be aware of the "rolling quorum" violation under the Open Meetings Act. BPAC quorum is 6. Rolling quorum applies to any type of communication including e-mail, telephone, mail, face-to-face.

Chair Garcia also reminded everyone not to use the "chat box" in the meeting because our meetings are open to the Public. The Public cannot see what we write in the chat box therefore violating the Open Meetings Act.

2. Plans

- SFMPO Master Plans (Bicycle, Pedestrian & Transportation) (Erick Aune, SFMPO Officer)



MINUTES

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ADVISORY COMMITTEE
DECEMBER 16, 2021
5:30 PM
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See Exhibit B

- BPAC Strategic Plan (Romella Glorioso-Moss, Staff Liaison on behalf of Member Eisenstein, Planning, Policy & Law Subcommittee Chair)
- d. The Idaho Stop Law (Khalil Spencer, BPAC Vice Chair)
- e. Complete Streets Draft Resolution (Erick Aune, SFMPO Officer)

Chair Garcia is very willing and interested to support this Resolution.
- f. Staff Liaison Report (Romella Glorioso-Moss)

8. SUBCOMMITTEE COMMUNICATIONS

- a. Promotion, Education and Programming (Judith Gabriele, Chair)

See also Exhibit C.

Slide 1

BPAC conducted a survey this past fall to ascertain how much people know about and how they use existing cycling and pedestrian infrastructure in Santa Fe. We started the survey on Oct 9 at the Santa Fe Century packet pick up event and SFMPO disseminated leaflets explaining the survey. The survey was extended through November 15 at the suggestion of the Chair. Thanks to Romella and the MPO, especially Leah, for their work on this survey and also to Public Utilities Dept Director Shannon Jones for donating water bottles as our giveaways.

Slide 2

The number of respondents exceeded our expectations. Although 18 questions were asked, we're reporting results to only 10 because some questions were regarding pop up bike lanes and Leah reported on this earlier. Other questions were qualitative in nature and are harder to analyze and present. We'll share the



MINUTES

findings of the whole survey with Planning, Policy and Law and anyone else who's interested for updating our Strategic Plan 2022-2027.

Slide 3

This slide is interesting because although a number of participants at the Santa Fe Century were tourists, only 4% of survey respondents were tourists. We included tourists in our survey because we'd like to know how they perceive our bicycle infrastructure compared with where they come from.

Slide 4

This slide speaks to the equity issue. It confirms some of my assumptions about which districts may get more attention and be more engaged and which ones we need to engage with more. It may also be a reflection of where the infrastructure is, again an equity issue. It also reinforces the reality that many more applicants for membership to BPAC come from District 1 compared to other districts. Our current membership is the first time that all 4 City Council Districts and the County are represented equally in BPAC.

Slide 5

Two thirds of our respondents were aware of BPAC, which is a pleasant outcome, but it might just be respondent bias, since folks who are more active cyclists may have been more likely to know about and answer the survey.

Slide 6

Our respondents were mostly from Districts 1 and 2, which are more centrally located. It may also represent a bias towards the more centrally located trails and provides some good information for BPAC regarding education and promotion of trails.

Slide 7

The response to this question was not a surprise at all. Many respondents were cyclists who participated in the Santa Fe Century so fewer young people or schoolchildren likely participated in the survey. The majority of survey respondents bicycle for exercise and entertainment; not so much for these other reasons. This finding corresponds to the survey result conducted for the City of Santa Fe Multi-Modal Transportation Study conducted early this year. Slides 8 &



MINUTES

9 may give light to some of the reasons why City residents don't bicycle as their primary mode of transportation.

Slide 8

This slide shows "connectivity" is key for more bicycling and that bike and pedestrian trail access and infrastructure need to be a priority for BPAC and the city.

Slide 9

These results also strongly speak to the need for better infrastructure. Physically separated/protected bike lanes, desired by 90% of all respondents, is the single most important bicycle infrastructure that could increase bicycling in the city.

Slide 10

Given Santa Fe's aging population, I guess we shouldn't be surprised that the majority of respondents were older. "This is still an overrepresentation though, which is pretty common in surveys conducted in Santa Fe ..."

Slide 11

We heard from males and females roughly equally.

Slide 12

This may be reflective of who has the means to take a survey. Nevertheless, more than 68% of survey respondents have a higher household income than the average city resident, with the median household income for Santa Fe in 2019 at about \$58,000.

For discussion

- Which responses stood out the most?
- How might the results help inform our strategic plan and priorities?
- Are there specific issues that might be most pertinent to one or more of our subcommittees (Promotion, Education and Programming; Planning, Policy and Law; and Technical Review)?

One takeaway is that even Santa Fe's most advantaged people, i.e., at least the ones who responded to the survey, identify access and safety as barriers to



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biking more. If our well-resourced populations with more control over their environments are worried about safety and access, less advantaged populations probably feel it as much or more.

9. **MATTERS FROM STAFF**

10. **MATTERS FROM THE COMMITTEE**

11. **MATTERS FROM THE CHAIR**

The Chair thanked all members for their volunteer work; mentioned that he doesn't know if Mayor Webber will reappoint him as Chair of BPAC but will know in January 2022; and wished everyone a safe and happy holiday season.

12. **NEXT MEETING: January 13, 2022**

13. **ADJOURN: 8:07 pm**

Romella glorioso-Moss

Liaison

Chair

PASEO DE PERALTA OCTOBER 9TH, 10TH



SPEED LIMIT 25

Today!
**POP-UP
PROTECTED
BIKE LANE
DEMONSTRATION**

What the heck is a protected bike lane?
A protected bike lane is like a normal bike lane except it includes a physical barrier between the car lane and the bicycle lane. This increases safety AND comfort for people biking!

But why do a demonstration?
A demonstration is a low-cost and low-commitment way to try this type of bike lane. Will it work here? Do people like it? Let's find out!

PROTECTED BIKE LANE FUN FACT:
They're safer for **EVERYONE** on the road, not just people biking!

Use the QR code or visit santafempo.org for more info and to let us know what you think about it!

SPONSORED BY
AARP



BENEFITS OF PROTECTED BIKE LANES

1 Safer for everyone¹

2 Boost economic growth²

3 More people biking → less GHG³

4 Cheaper than trails⁴

5 All ages and abilities bike network⁵

SAFETY IS A MAJOR BARRIER TO BIKING IN SANTA FE

2021 Multimodal Transition Plan:

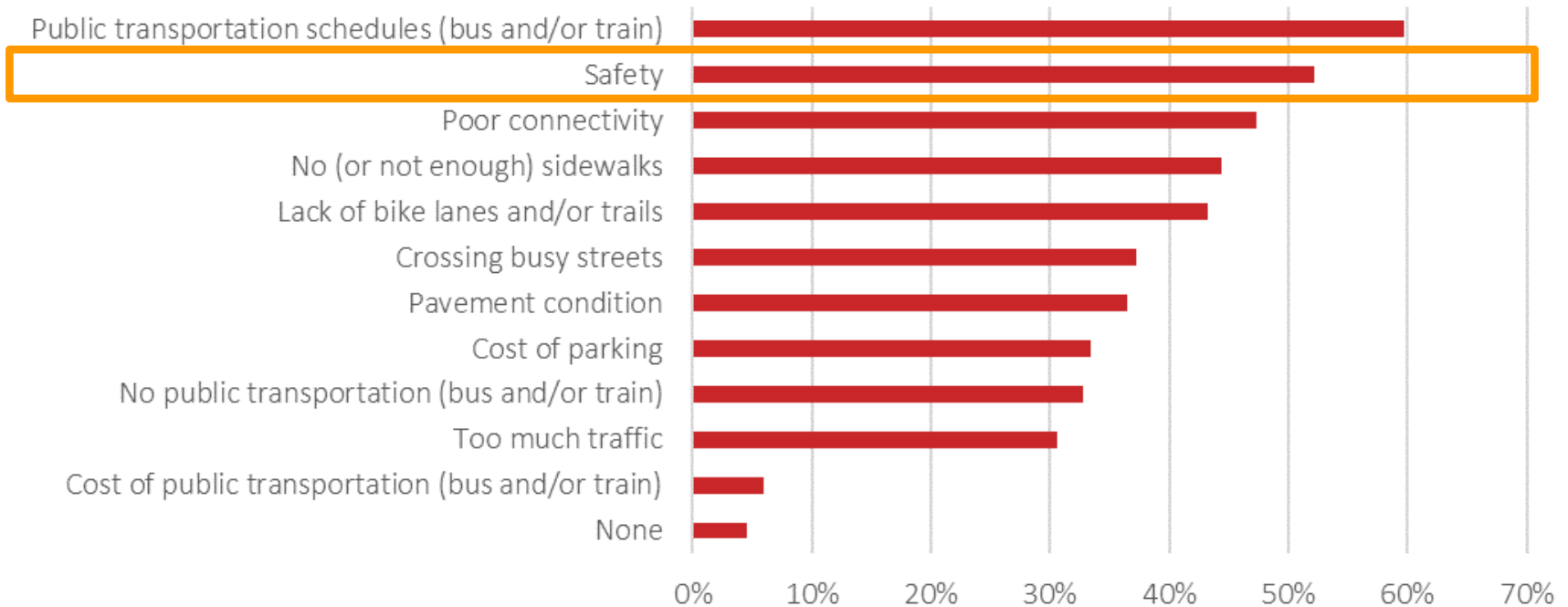
If you would like to bike more (for trips to school, work, errands, recreation), but don't, what is the biggest factor or constraint that keeps you from doing so?

	# Responses	% Respondents
Traffic safety concerns	483	68%
Lack of bike paths or bike lanes	396	56%
Don't feel safe biking in bike lanes	315	44%
Personal safety concerns	255	36%
Destinations are too far away	163	23%
Things I need to carry are too heavy	155	22%
NA: I am not interested in bicycling more	139	20%
Takes too much time	119	17%
I have a bike I want to use but it needs to be repaired	67	9%
Concerned about bicycle theft/my bike was stolen	12	2%
Disability/Health Issues	8	1%
Weather	6	1%
Other	10	1%
Total Responses	2,128	
Total Individual Respondents	711	100%

SAFETY IS A MAJOR BARRIER TO BIKING IN SANTA FE

2020-2045 Metropolitan Transportation Plan:

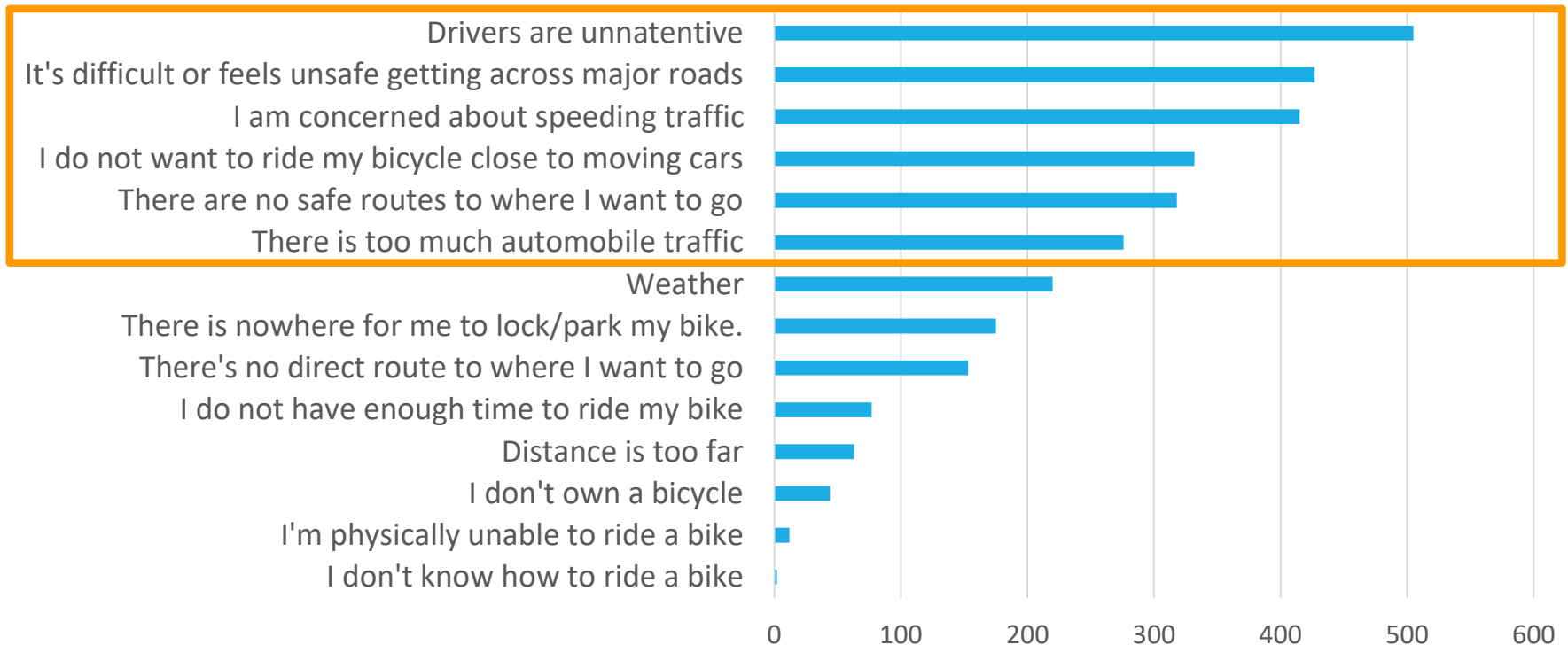
Which of the following barriers influence you the most when considering transportation options?



SAFETY IS A MAJOR BARRIER TO BIKING IN SANTA FE

2019 Bicycle Master Plan:

Below is a list of potential barriers to an individual's capability or willingness to ride a bicycle. Please choose all that apply to you.



POP-UP PROTECTED BIKE LANE GOALS

Demonstrate what they are & how they work

Start the conversation – is this what people want?

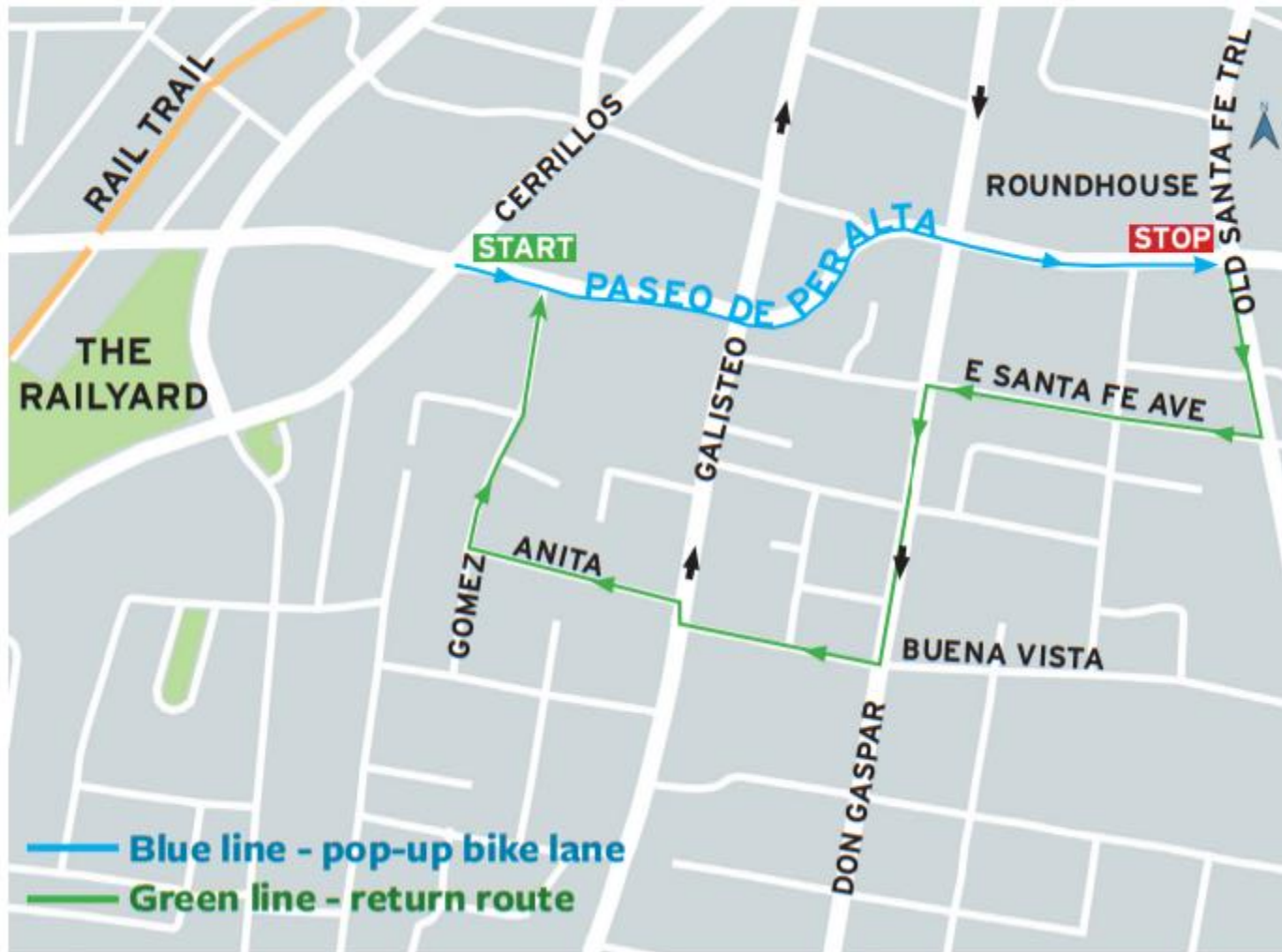
Work towards the Bicycle Master Plan Goal

SEPARATED (PROTECTED) BIKEWAY



MPH	≤25	30-35	≥40
2012	0 mi	0 mi	0 mi
2018	0 mi	0 mi	0 mi
TARGET			
2024	-	1 mi	-

PASEO DE PERALTA PROTECTED BIKE LANE OCTOBER 9TH AND 10TH





Signage
and
setup

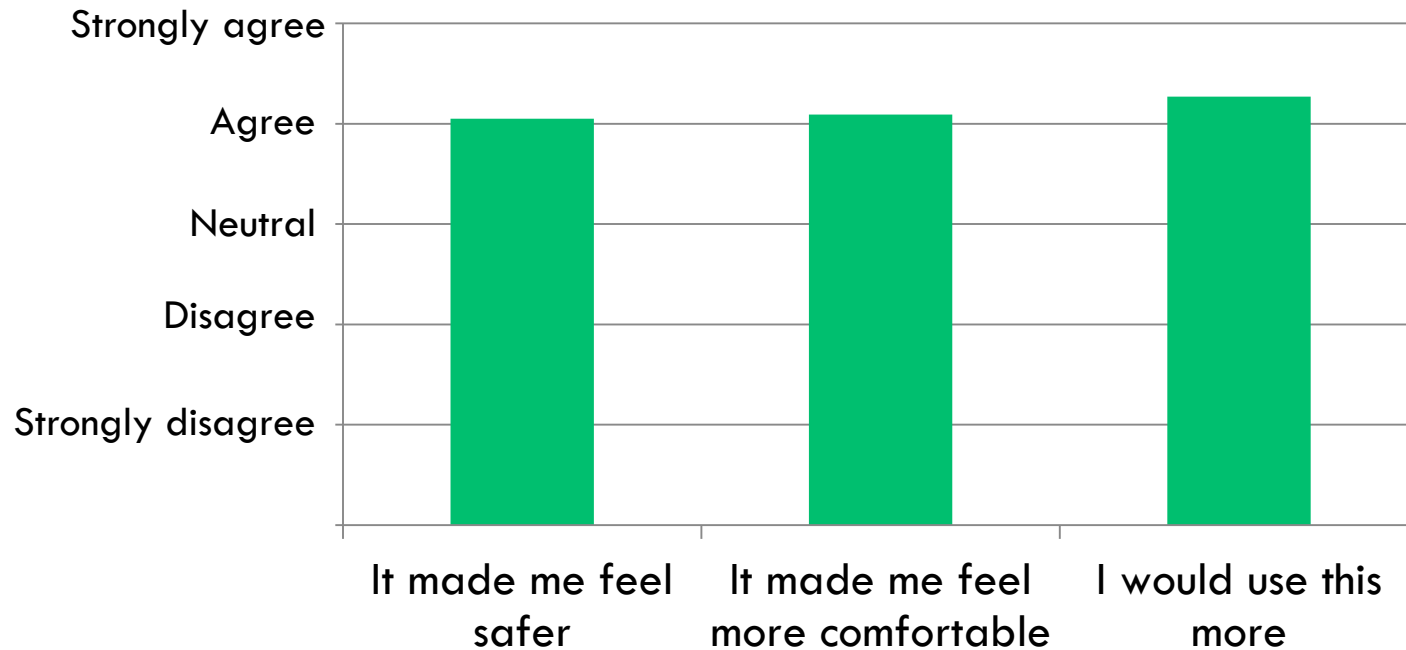


All ages came out!

Over 650 people biked it



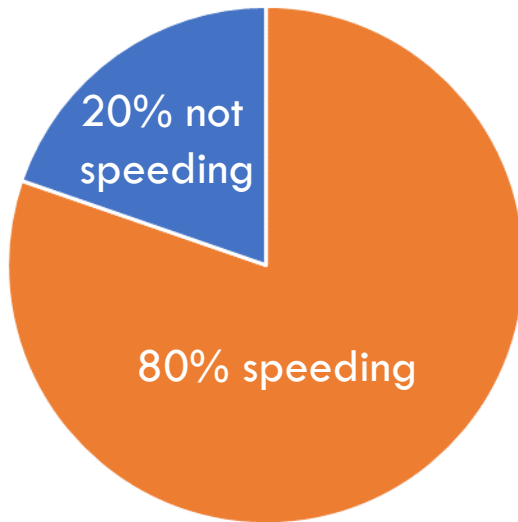
DID PEOPLE LIKE IT?



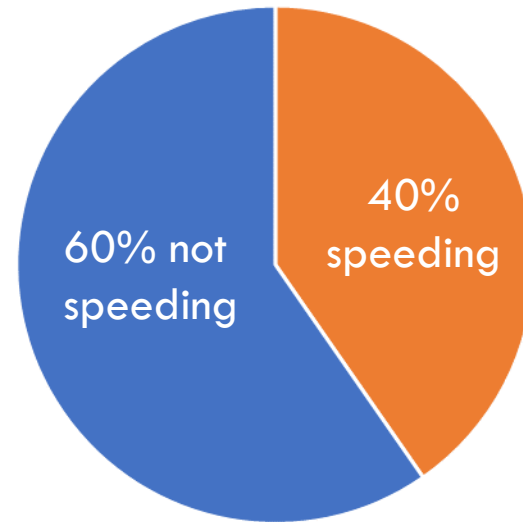
Source: BPAC survey where 22 respondents had experienced the protected bike lane. Weighted average of responses is shown.

WERE VEHICLE SPEEDS AFFECTED? 25 MPH SPEED LIMIT

No bike lane – status quo*



Protected bike lane**

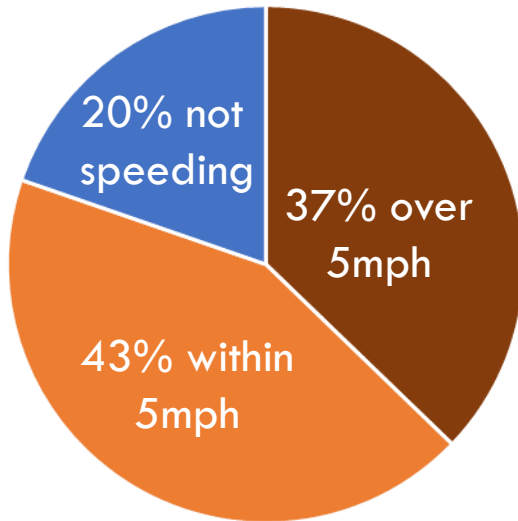


* 1,451 car speeds recorded over two 2-hour windows Oct. 16-17

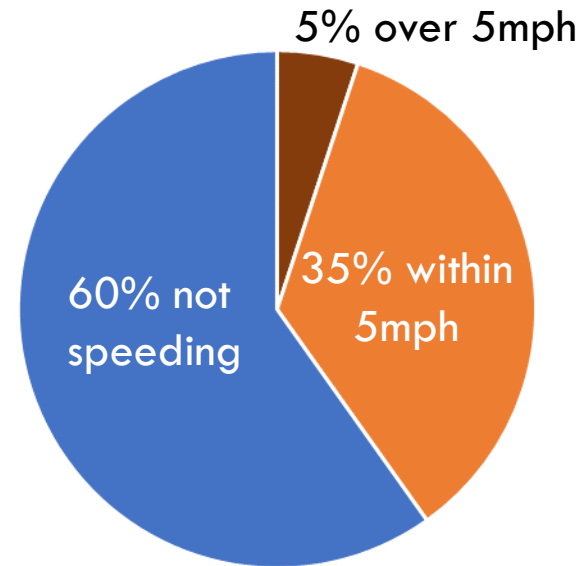
** 1,148 car speeds recorded over two 2-hour windows Oct. 9-10

WERE VEHICLE SPEEDS AFFECTED? 25 MPH SPEED LIMIT

No bike lane – status quo*



Protected bike lane**



* 1,451 car speeds recorded over two 2-hour windows Oct. 16-17

** 1,148 car speeds recorded over two 2-hour windows Oct. 9-10

WHY DO SPEEDS MATTER?

● If hit by a person driving at:

● Person Survives the Collision

● Results in a Fatality

20 MPH



30 MPH

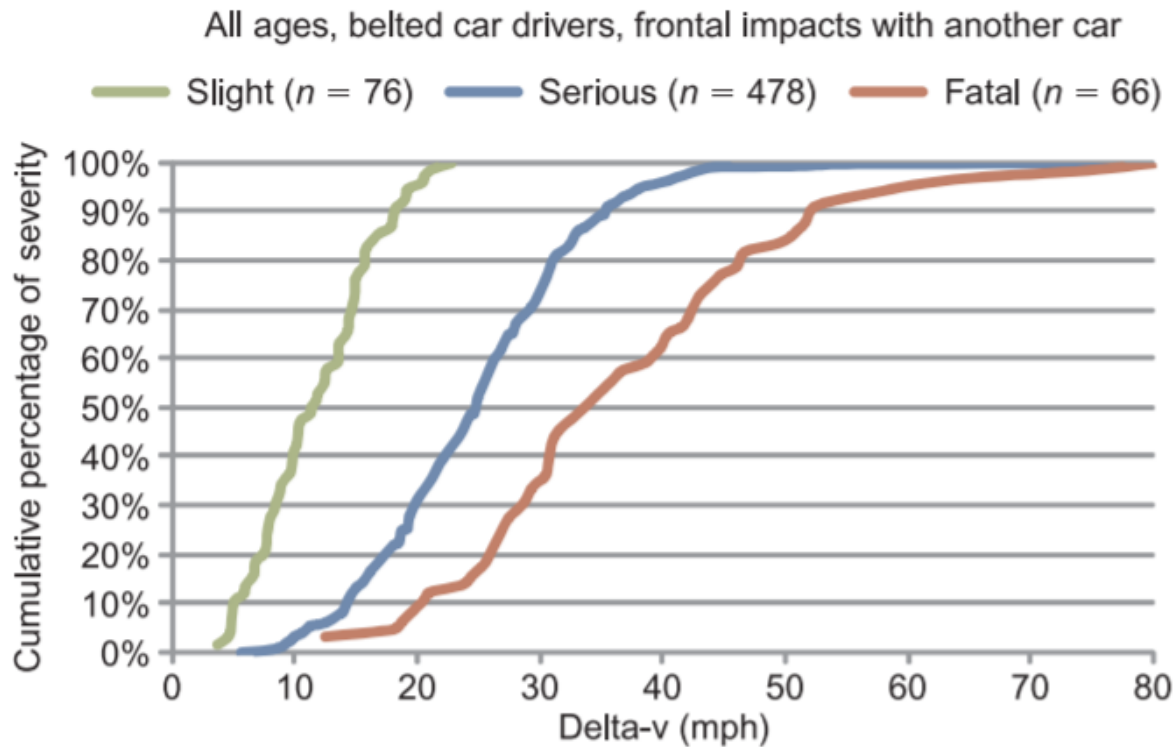


40 MPH



WHY DO SPEEDS MATTER?

Figure 3.1: Cumulative speed curves for car drivers in cars with a frontal impact



CONCLUSIONS

- ❑ People consistently name safety as the #1 barrier to biking more
- ❑ Physical separation made people feel safer
- ❑ Excessive vehicle speeds were dramatically reduced
- ❑ Protected bike lanes are an evidence-based way to make roads safer for people biking, walking, and driving

NEXT STEPS



Safe Routes
to School
events

Bike Month -
May

Public or
stakeholder
driven events



Did you feel safer?

Yes	No
1	



PASEO DEL SOL
11/30/21

REFERENCES

1. Wesley E. Marshall, Nicholas N. Ferenchak. Why cities with high bicycling rates are safer for all road users. Journal of Transport & Health, Volume 13, 2019, 100539, ISSN 2214-1405
<https://doi.org/10.1016/j.jth.2019.03.004> .
2. [Protected Bike Lanes Mean Business](#), Report by People for Bikes and Alliance for Biking & Walking, 2013
3. Numerous studies www.peopleforbikes.org/statistics/economic-benefits
4. National Association of City Transportation Officials
nacto.org/publication/urban-bikeway-design-guide/cycle-tracks/one-way-protected-cycle-tracks/
5. [Santa Fe Metropolitan Bicycle Master Plan](#)

THANK YOU



LIVEABLE COMMUNITIES

The Santa Fe MPO is...



City of Santa Fe



Santa Fe County



Pueblo of Tesuque



NMDOT

- Hannah Burnham, Senior Transportation Planner
- Leah Yngve, Senior Transportation Planner
- Erick Aune, MPO Director

X: THE HEROES and HEROINES OF THE MPO

Each of these three master plans provide credence, respect and support to the mobility option they represent at the same time honoring a balanced multi-modal system and yes have a bit of magic in them.



SANTA FE METROPOLITAN BICYCLE MASTER PLAN 2020

BICYCLE MASTER PLAN

The Bicycle Master plan is your commitment to include bicycling as both a key component of all transportation projects and stand alone facilities throughout the metro area.

The Bicycle Master Plan is comprehensive in scope and details projects, programs, design recommendations pulled together with a strong vision for a bicycle friendly community.



SANTA FE METROPOLITAN PUBLIC TRANSIT MASTER PLAN

PUBLIC TRANSIT MASTER PLAN

Santa Fean's invested in bus service more than twenty years ago since then the metro area includes three different bus service providers and the Rail Runner.

The Public Transit Master Plan identifies opportunities to maximize network capacity, collaborate amongst service providers and expand the system efficiently in the long-term.

SANTA FE METROPOLITAN PEDESTRIAN MASTER PLAN

PEDESTRIAN MASTER PLAN

The Pedestrian Master Plan is your recognition that walking is NOT alternative transportation but a fundamental right to all persons no matter their ability, to both move through and access the metro area without a vehicle.

The Pedestrian Master Plan details the benefits of walking, supports a pedestrian's point of view in light of all transportation improvements and calls for stand alone pedestrian facilities with dedicated funding sources. Walking never felt so good!

"DON'T LET THE MUGGLES GET YOU DOWN!"



Metropolitan Transportation Plan 2020 – 2045



Public Transit
Master Plan

Adopted 2015



Pedestrian
Master Plan

Adopted 2015



Bicycle
Master Plan

Adopted 2012, Update 2019



METROPOLITAN BICYCLE



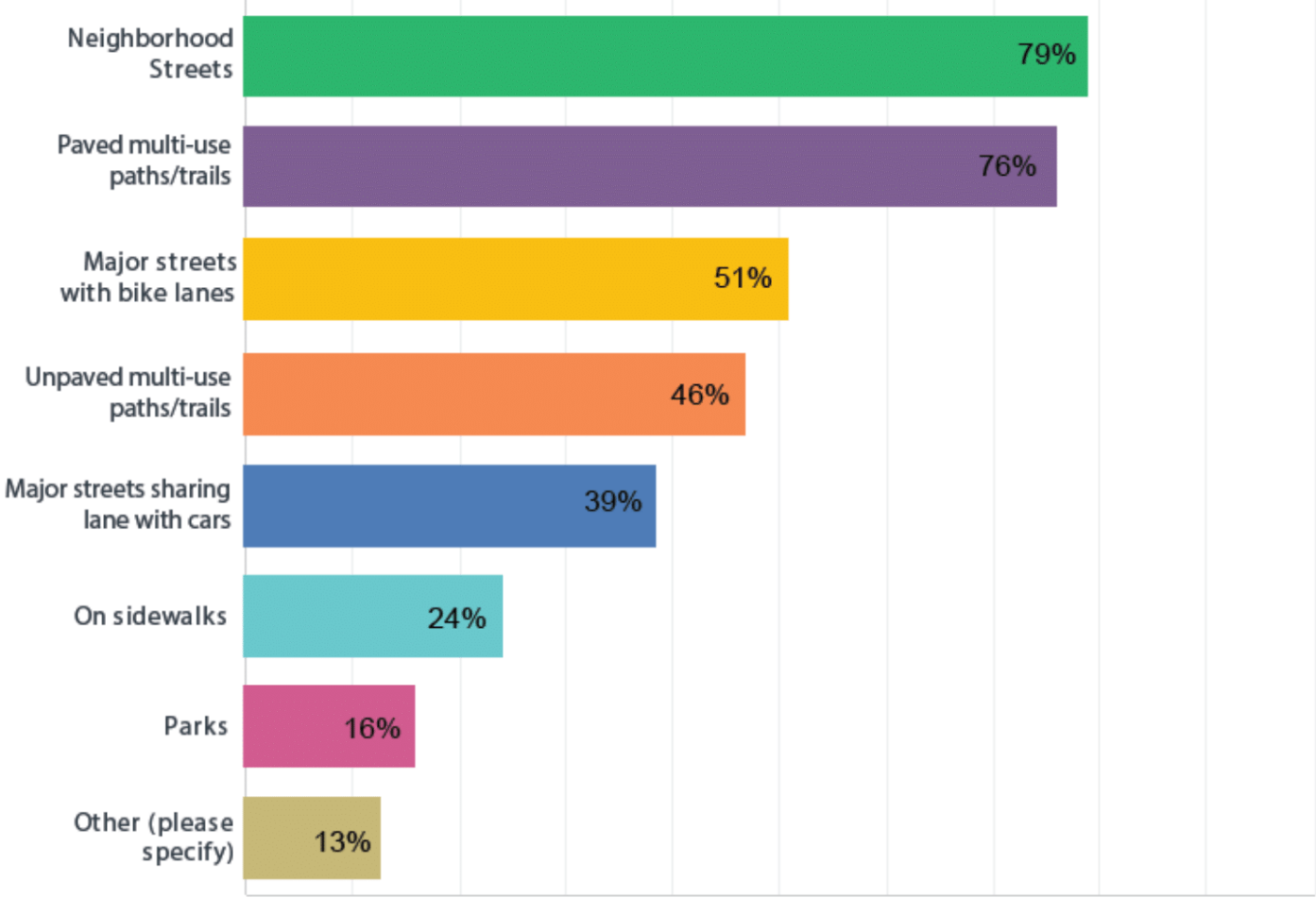
SANTA FE METROPOLITAN BICYCLE MASTER PLAN

2019

SANTA FE METROPOLITAN PLANNING ORGANIZATION



Q10 Where do you usually ride in Santa Fe? (Choose all that apply)



Stakeholder Input



Local Stakeholders meet at the Chain Breaker Collective to plan for annual Santa Fe Bike Week and how to leverage events where people can review a draft Master Plan.

PHASE A PROJECTS: TRAIL IMPROVEMENTS

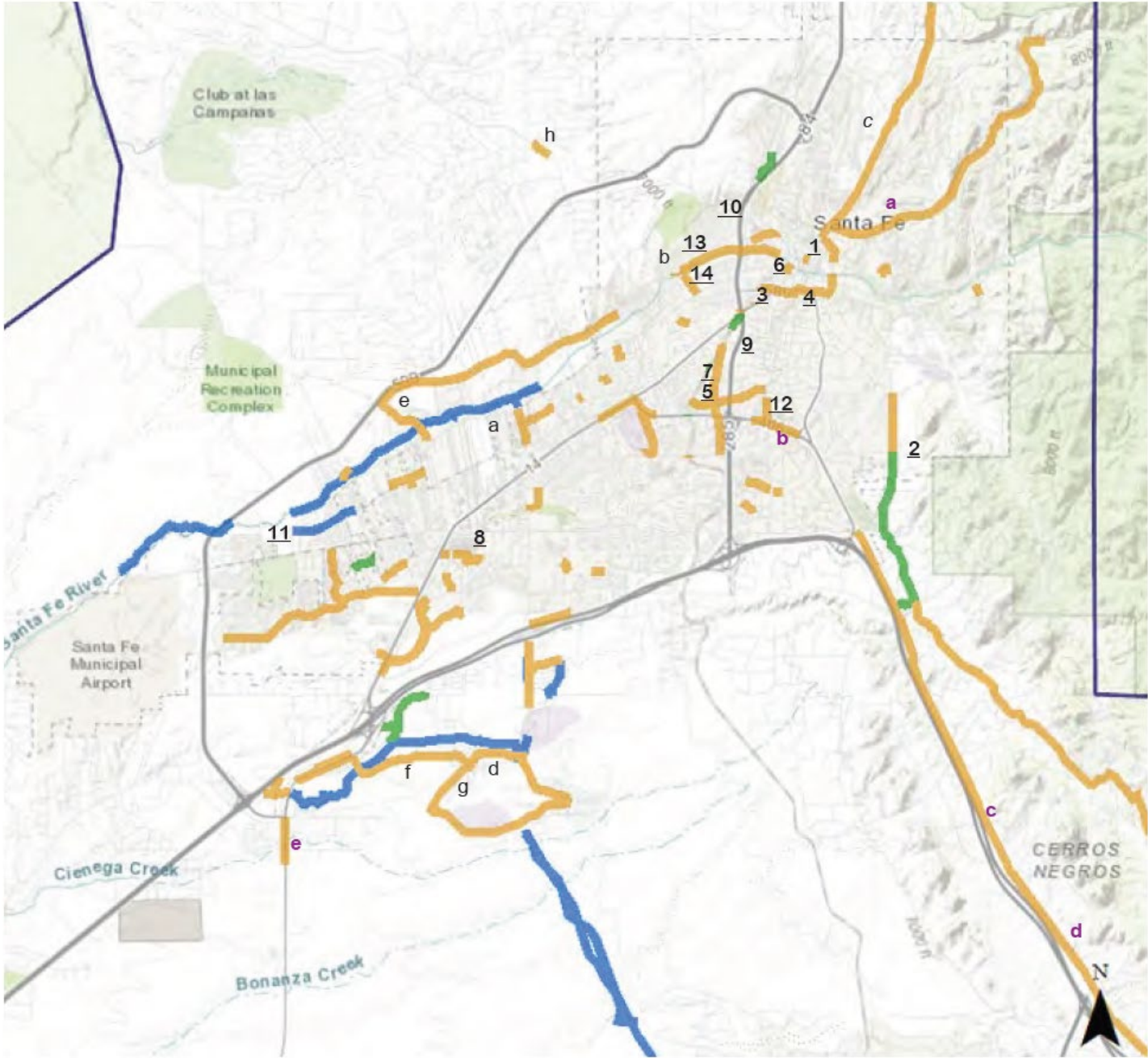
Figure 4.1: Implementation Plan - Phase A Project List: Trail Improvements

Phase A: 2019-2024, listed in order of agency, then type of project				
Type of Improvement	Improvement	Miles	Score	Cost Range
(1) City-Lead Trail Construction (in rough order of priority)				
1	Multi-Use Trail	RIVER TRAIL Connection between Cottonwood Village and El Camino Real Academy (S Meadows)	0.14	39
2	Underpass	RAIL TRAIL: Underpass at St Michael's Dr.	0.10	38
3	Multi-Use Trail	ACEQUIA TRAIL: Rufina to San Felipe, with connector and crosswalk at Agua Fria (designed)	1.00	38
4	Multi-Use Trail	RAIL TRAIL Connection to Monterrey (designed and funded)	0.05	35
5	Multi-Use Trail	ACEQUIA TRAIL: Otowi to La Cienuita via Maclovia and Hermanos Rodriguez Parks	0.36	34
6	Multi-Use Trail	ACEQUIA TRAIL: Rufina to Atajo/Las Acequias Park (pending Cielo Azul development)	0.20	34
7	Multi-Use Trail	ARROYO DE LOS CHAMISOS TRAIL: Existing NM 14 Underpass w. to Herrera Dr. at X-walk to Walmart	0.14	34
8	Multi-Use Trail	MID-TOWN CAMPUS TRAIL: Using east boundary easement, from Siringo to driveway near St. Ms Dr., w/connections to LaFarge Library, Middle School, St. Michael's Village W. shopping center	0.70	34
9	Multi-Use Trail	RAIL TRAIL: Pen Rd. to Alta Vista St. (designed and funded)	0.40	34
10	Multi-Use Trail	TIERRA CONTENTA (A.C.) TRAIL: Buffalo Grass to S. Meadows (designed and funded)	0.38	34
11	Multi-Use Trail	ACEQUIA TRAIL: Connection into Larragoite Park and to Agua Fria St.	0.10	33
12	Multi-Use Trail	CABNADA RINCON TRAIL: N. Calle Mejia to Camino Francisca (@Zocalo) (designed)	0.20	33
13	Multi-Use Trail	NM CENTRAL RAIL TRAIL: Pinon Elementary School to Pueblos del Sol Trails	0.20	33
14	Multi-Use Trail	RIVER TRAIL: Connect Ramps between sidewalk and Siler Rd. (x2)	0.00	33
15	Multi-Use Trail	RIVER TRAIL: Connection south between Frenchy's & Siler (#1) - Boylan / El Rio	0.10	33
16	Multi-Use Trail	ACEQUIA TRAIL: Siler Rd. to Henry Lynch Rd.	0.60	32
17	Multi-Use Trail	FLAGMAN WAY: Westbound Connection to Baca St.	0.03	32
18	Multi-Use Trail	TIERRA CONTENTA (A.C.) TRAIL: Along S. Meadows and to Camino Entrada, via School Crossing & 1 of 2 city-owned corridors to Camino Entrada	0.60	32
19	Multi-Use Trail	ARROYO DE LOS CHAMISOS TRAIL: Connection north to Richards Ave. (via emergency route)	0.25	31
20	Multi-Use Trail	ARROYO DE LOS CHAMISOS TRAIL: Las Soleras to NM 14 and south to DDI trail at Beckner	0.20	31
21	Multi-Use Trail	ARROYO EN MEDIO TRAIL: Completing route from Zia to Sawmill	0.25	31
22	Multi-Use Trail	ACEQUIA TRAIL: Harrison to Calle de Comercio	0.05	30
23	Multi-Use Trail	ACEQUIA TRAIL: Maclovia Park to Carmelita St. via Cielo Vista Park	0.10	30
24	Easement / Trail	GAIL RYBA TRAIL: Zia to Zia Connection	0.20	30
25	Multi-Use Trail	RAIL TRAIL CONNECTIONS: Rodeo Park E. (x2-3)	0.10	30
26	Multi-Use Trail	ARROYO MASCARAS TRAIL: Consider improvements from San Francisco St. to Paseo de Peralta	0.30	28
27	Multi-Use Trail	PUEBLOS DEL SOL TRAILS: Utility Line to Camino Carlos Rey	0.20	28
28	Soft-Surface Trail	ARROYO DE LOS CHAMISOS TRAIL: Museum Hill (Cristobal Ln.) to St. John's College (with on-road wayfinding to W. Zia via Calle de Leon, Fort Union Dr., and E. Zia)	2.00	29
29	Easement / Trail	ARROYO VERDE TRAIL: Connecting Gonzales Rd. to La Vereda/Palace Ave.	0.14	27
30	Easement	ARROYO POLAY: From Upper Canyon Rd. to Dale Ball and Dorothy Stewart Trails	0.16	24
-	Crossings (at-grade)	RAIL TRAIL: Mark Crossings at Alta Vista, 2nd St., Siringo; Improve Paseo de Peralta markings; consider Manhattan, Alcaidesa	-	-
-	Multi-Use Trails in Parks	City Park Bicycle-Pedestrian Access Improvements: Frenchy's (remove bridge bollards); Larragoite & Swan (replace gate-arms); Ragle (connect to corner Zia/Yucca); MRC (create gate to Caja del Oro Rd.)	-	-
(3) County-Lead Trail Improvements (in rough order of priority)				
1	Multi-Use Trail	RIVER TRAIL: Siler Rd. to San Ysidro Crossing, with connection to Henry Lynch Rd.	1.13	34
2	Multi-Use Trail	RIVER TRAIL: San Ysidro Crossing to Caja del Oro Grant Rd. (pave existing trail)	0.50	34
3	Multi-Use Trail	ARROYO HONDO: NMS99 Station to Fire Place Rd. via abandoned I-25 on-ramp	0.25	33
4	Multi-Use Trail	RIVER TRAIL: Connect to CR62 (Caja del Oro Grant Rd.) sidewalk and to Romero Park trails	0.03	33
5	Multi-Use Trail	ARROYO HONDO: NM14 to Rancho Viejo Blvd. / Fire Station Trailhead (designed and funded)	1.00	31
6	Multi-Use Trail	ARROYO HONDO (south branch): Rancho Viejo Blvd. to w. of Richards Ave. (designed)	0.75	30
7	Multi-Use Trail	ARROYO HONDO: Connection to Dinosaur Trail & DDI Trail, including bridge over arroyo (designed)	0.40	30
8	Multi-Use Trail	ARROYO HONDO: Connection NE to Dinosaur Trail Sidepath (designed)	0.50	28
9	Soft-Surface Trail	COUNTY RAIL TRAIL: Improvements from Ave. Eldorado to US285 (construction 2019)	4.00	28
10	Soft-Surface Trail	COUNTY RAIL TRAIL Connection to Galisteo Basin Trails (crossing New Moon Overlook)	0.20	26

PHASE A PROJECTS: TRAIL IMPROVEMENTS

Type of Improvement	Improvement	Score	Miles	Cost Category	
(1) City-Lead Trail Improvements (in rough order of priority)					
1	Multi-Use Trail	GAIL RYBA TRAIL: Zia to Zia Connection	30	0.2	\$\$
2	Multi-Use Trail	RIVER TRAIL Connection between Cottonwood Village and El Camino Real Academy (S Meadows)	39	0.14	\$\$
3	Underpass	RAIL TRAIL: Underpass at St Michael's Dr.	38	0.10	\$\$\$\$
4	Multi-Use Trail	ACEQUIA TRAIL: Rufina to San Felipe, with connector and X-walk at Agua Fria (designed and funded)	38	1.00	\$\$\$
5	Multi-Use Trail	RAIL TRAIL Connection to Monterrey (designed and funded)	35	0.05	\$
6	Multi-Use Trail	ACEQUIA TRAIL: Otowi to La Cienuita via Maclovia and Hermanos Rodriguez Parks	34	0.36	\$\$\$\$
7	Multi-Use Trail	ACEQUIA TRAIL: Rufina to Atajo/Las Acequias Park (pending Cielo Azul development)	34	0.20	\$\$
8	Multi-Use Trail	ARROYO DE LOS CHAMISOS TRAIL: Existing NM 14 Underpass w. to Herrera Dr. at X-walk to Walmart	34	0.14	\$\$
9	Multi-Use Trail	MID-TOWN CAMPUS TRAIL: Using east boundary easement, from Siringo to driveway near St. Ms Dr., w/connections to LaFarge Library, Middle School, St. Michael's Village W. shopping center	34	0.70	\$\$\$\$
10	Multi-Use Trail	RAIL TRAIL: Pen Rd. to Alta Vista St. (designed and funded)	34	0.40	\$\$\$\$
11	Multi-Use Trail	TIERRA CONTENTA (A.C.) TRAIL: Buffalo Grass to S. Meadows (designed and funded)	34	0.38	\$\$
12	Multi-Use Trail	ACEQUIA TRAIL: Connection into Larragoite Park and to Agua Fria St.	33	0.10	\$\$
13	Multi-Use Trail	CABNADA RINCON TRAIL: Calle del Viento to Camino Francisca (@Zocalo) (designed and funded)	33	0.20	\$\$\$
14	Multi-Use Trail	NM CENTRAL RAIL TRAIL: Pinon Elementary School to Pueblos del Sol Trails	33	0.20	\$\$\$
15	Multi-Use Trail	RIVER TRAIL: Connect Ramps between sidewalk and Siler Rd. (x2)	33	0.00	\$
16	Multi-Use Trail	RIVER TRAIL: Connection south between Frenchy's & Siler (#1) - Boylan / El Rio	33	0.10	\$\$\$
17	Multi-Use Trail	ACEQUIA TRAIL: Siler Rd. to Henry Lynch Rd.	32	0.60	\$\$\$
18	Multi-Use Trail	FLAGMAN WAY: Westbound Connection to Baca St.	32	0.03	\$
19	Multi-Use Trail	TIERRA CONTENTA (A.C.) TRAIL: Along S. Meadows and to Camino Entrada, via School Crossing & 1 of 2 city-owned corridors to Camino Entrada	32	0.60	\$\$\$
20	Multi-Use Trail	ARROYO DE LOS CHAMISOS TRAIL: Connection north to Richards Ave. (via emergency route)	31	0.25	\$\$
21	Multi-Use Trail	ARROYO DE LOS CHAMISOS TRAIL: Las Soleras to NM 14 and south to DDI trail at Beckner	31	0.20	\$\$
22	Multi-Use Trail	ARROYO EN MEDIO TRAIL: Completing route from Zia to Sawmill	31	0.25	\$\$\$
23	Multi-Use Trail	ACEQUIA TRAIL: Harrison to Calle de Comercio	30	0.05	\$
24	Multi-Use Trail	ACEQUIA TRAIL: Maclovia Park to Carmelita St. via Cielo Vista Park	30	0.10	\$
25	Multi-Use Trail	RAIL TRAIL CONNECTIONS: Rodeo Park E. (x2-3)	30	0.10	\$
26	Multi-Use Trail	ARROYO MASCARAS TRAIL: Consider improvements from San Francisco St. to Paseo de Peralta	29	0.30	\$\$
27	Multi-Use Trail	PUEBLOS DEL SOL TRAILS: Utility Line to Camino Carlos Rey	28	0.20	\$\$
28	Soft-Surface Trail	ARROYO DE LOS CHAMISOS TRAIL: Museum Hill (Cristobal Ln.) to St. John's College (with on-road wayfinding to W. Zia via Calle de Leon, Fort Union Dr., and E. Zia)	29	2.00	\$\$\$\$
29	Easement / Trail	ARROYO VERDE TRAIL: Connecting Gonzales Rd. to La Vereda/Palace Ave.	27	0.14	\$\$
30	Easement	ARROYO POLAY: From Upper Canyon Rd. to Dale Ball and Dorothy Stewart Trails	24	0.16	\$
-	Crossings (at-grade)	RAIL TRAIL: Mark Crossings at Alta Vista, 2nd St., Siringo; Improve Paseo de Peralta markings; consider Manhattan, Alcaidesa	-	-	\$
-	Multi-Use Trails in Parks	City Park Bicycle-Pedestrian Access Improvements: Frenchy's (remove bridge bollards); Larragoite & Swan (replace gate-arms); Ragle (to corner Zia/Yucca); MRC (to Caja del Rio/Oro; Rugby Field to CRT)	-	-	\$
(3) County-Lead Trail Improvements (in rough order of priority)					
A	Multi-Use Trail	RIVER TRAIL: Siler Rd. to San Ysidro Crossing, with connection to Henry Lynch Rd.	34	1.13	\$\$\$\$
B	Multi-Use Trail	ARROYO HONDO: NM 599 -R. Viejo Blvd Fr Station Trailhead connection to Fire Place Rd Seg. 1	33	1.00	\$\$\$\$
C	Multi-Use Trail	ARROYO HONDO (south branch): Rancho Viejo Blvd. to w. of Richards Ave. Seg.3	31	0.75	Funded
D	Multi-Use Trail	ARROYO HONDO: R. Viejo Fr St to Dinosaur Trail Rd & DDI Trail, inc bridge over arroyo Seg.4	30	0.40	Funded
E	Multi-Use Trail	ARROYO HONDO: Turquoise Trail to R. Viejo Fr Station to Richards Seg. 2	28	1.00	Funded
F	Soft-Surface Trail	COUNTY RAIL TRAIL: Avenida Eldorado to Spur Ranch Rd Seg. 5	28	1.50	Funded
G	Soft-Surface Trail	COUNTY RAIL TRAIL : Spur Ranch Road to NM285 Seg. 6	27	1.60	\$\$\$
(5) NMDOT-lead Trail Improvement					
A	Multi-Use Trail	NM14 Side-Path, on north side, continuing DDI Trail, from Rancho Viejo Blvd. to Fire Place	33	0.47	\$\$\$
B	Multi-Use Trail	ARROYO HONDO: Abandoned I-25 on ramp to Fire Place	32	0.25	\$\$

Map 4.3: Implementation Plan - Phase A Projects: On-road Improvements (Interactive Map, June 2019)



MPO AND CITY FUNDING AND IMPLEMENTATION

FEDERAL

- New Mexico Highway Safety Improvement Program (HSIP)
- Transportation Alternative Program/Recreational Trails Program (TAP/RTP)
- Congestion Management Air Quality (CMAQ)
- Surface Transportation Program (STPO)
- National Highway Performance Program (NHPP)

STATE

- Local Transportation Project Funds
- Local Government Road Fund
- Capital Outlay

LOCAL

- Bonds (GO/GRT)
- General Fund
- Grants
- Impact Fees



MPO Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP)

Infrastructure Capital Improvement Plan (ICIP) – Anticipated Capital Projects via State Funds

Impact Fee Capital Improvement Plan (IFCIP)



OBLIGATED FUNDS
(Projects with dedicated funding for a specific federal fiscal year)

Example: St. Francis Underpass



Project in 2012 BMP



Project Supported by the City of Santa Fe – Preliminary Safety Study Complete Justifying Project: 2014

Project Eligible for Federal Congestion Management Flex Funds (CMAQ)

MPO leveraging the plans negotiates with NMDOT to support use of funds. 2014

NMDOT Agrees and Project gets placed on the 2016 Transportation Improvement Program dedicating funding.

Funding becomes obligated in 2016 and the project moves to design/construction



Table 2. Top-ranking proposed paved multi-use trail segments, ranked according to impact and feasibility

Rank	Trail Segment	Score
1	RAIL TRAIL: Tie in across rail to Sidewalk along Cerrillos Rd., e. of St. Francis Dr.	38
2	RIVER TRAIL: Don Gaspar to Camino del Campo, w/underpasses	33
3	RAIL TRAIL: St. Francis Dr. to Cordova (along Pen Rd.)	32
3	RIVER TRAIL: Ramps & Crosswalks to Camino de Campo and to Candelario St.	32
5	ACEQUIA TRAIL: Grade Separated St. Francis Crossing	31

S100390	SFM 16-09 DRAFT: ACEQUIA TRAIL/RAILYARD CROSSING CONSTRUCTION	NM Dot	Bicycle and Pedestrian (28)	MILES). CONSTRUCT A MULTI-USE PATH GRADE SEPARATED CROSSING (UNDERPASS) OF ST FRANCIS DRIVE (US 84/285)	US 84 milepost 165.32 to 165.32	CMAQ - FLEX (CQX)
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ROADWAY & TRAILS PROJECT SUMMARY FY 22

■ 19 projects to manage

- 4 intersection improvements
- 10 roadway improvements
- 3 trails
- 1 wayfinding signage

■ **Total cost estimate: \$65.7M**

■ 19 projects to manage

- 9 projects for construction beginning with Camino Entrada Roundabout
- 10 design

Secured Funding: \$32M

EXHIBIT C

BPAC KEY SURVEY FINDINGS

PROMOTION, EDUCATION & PROGRAMMING

JUDITH GABRIELE, SUBCOMMITTEE CHAIR

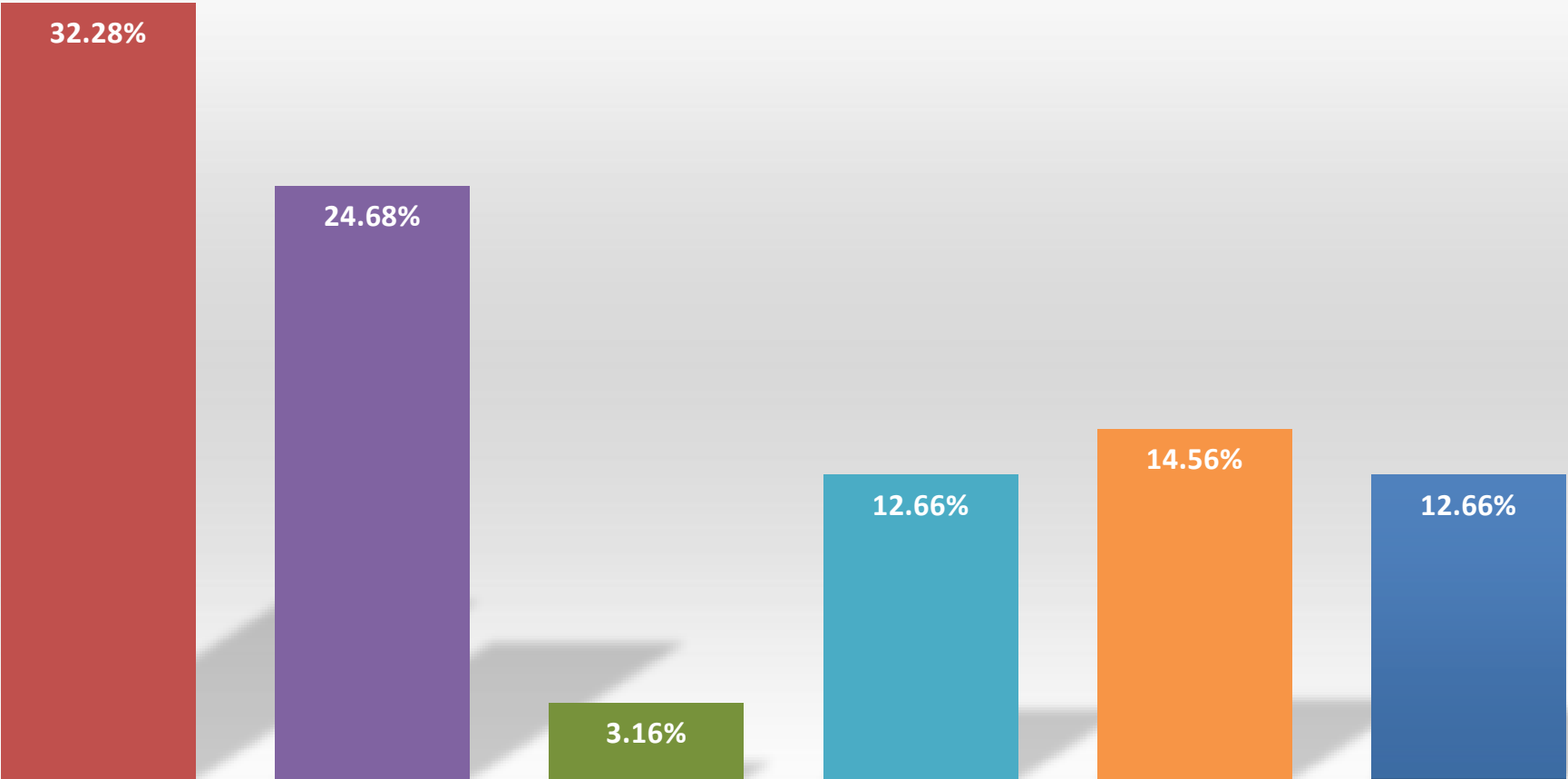
BPAC SURVEY RESULTS

- October 9 through November 15, 2021
- Total of 200 Online and Paper Survey Respondents
- Total of 18 Questions
- Conducted with the assistance of the SFMPO

Are you a resident or second homeowner in Santa Fe?



What council district do you live in?



District 1

District 2

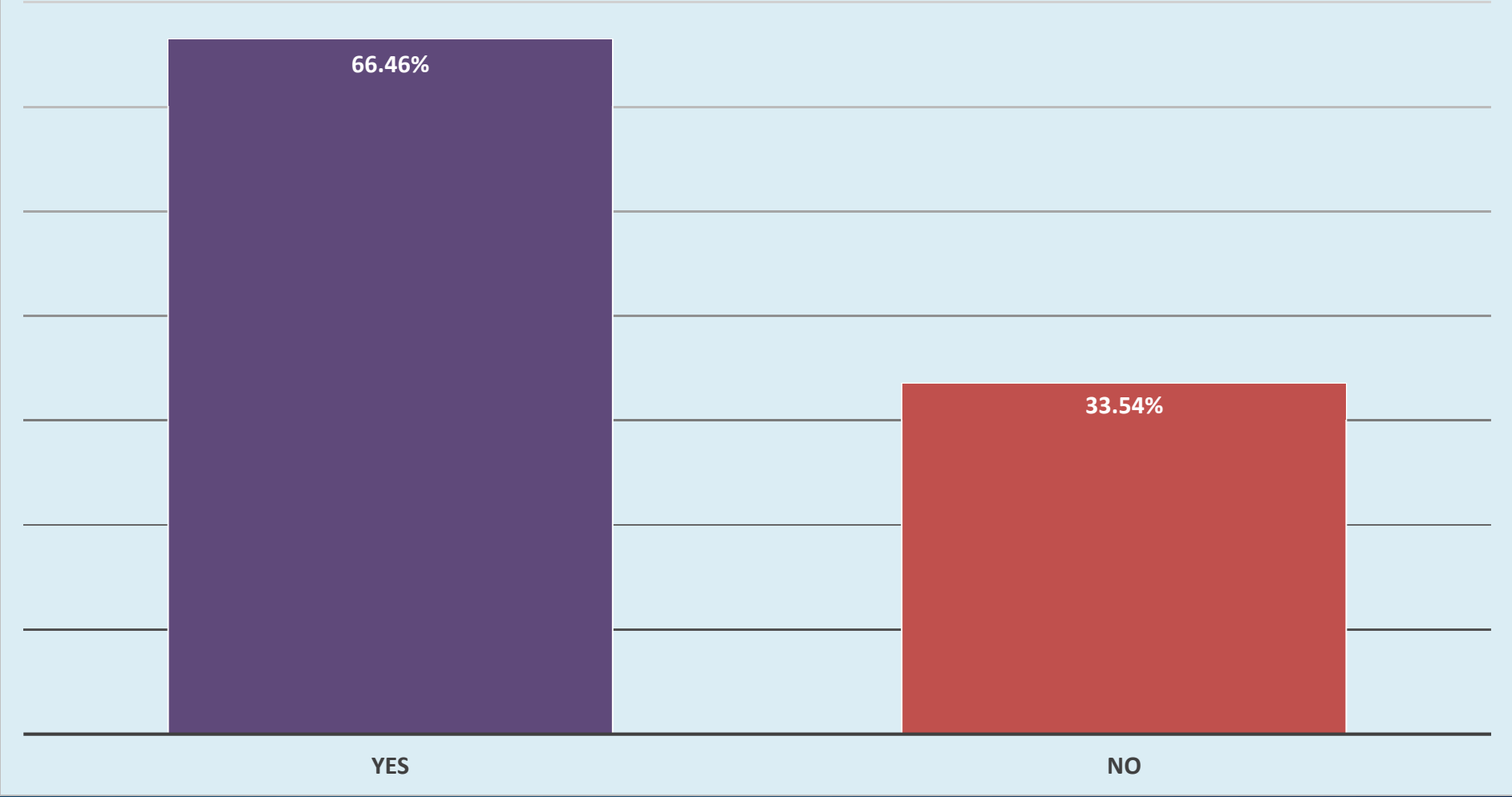
District 3

District 4

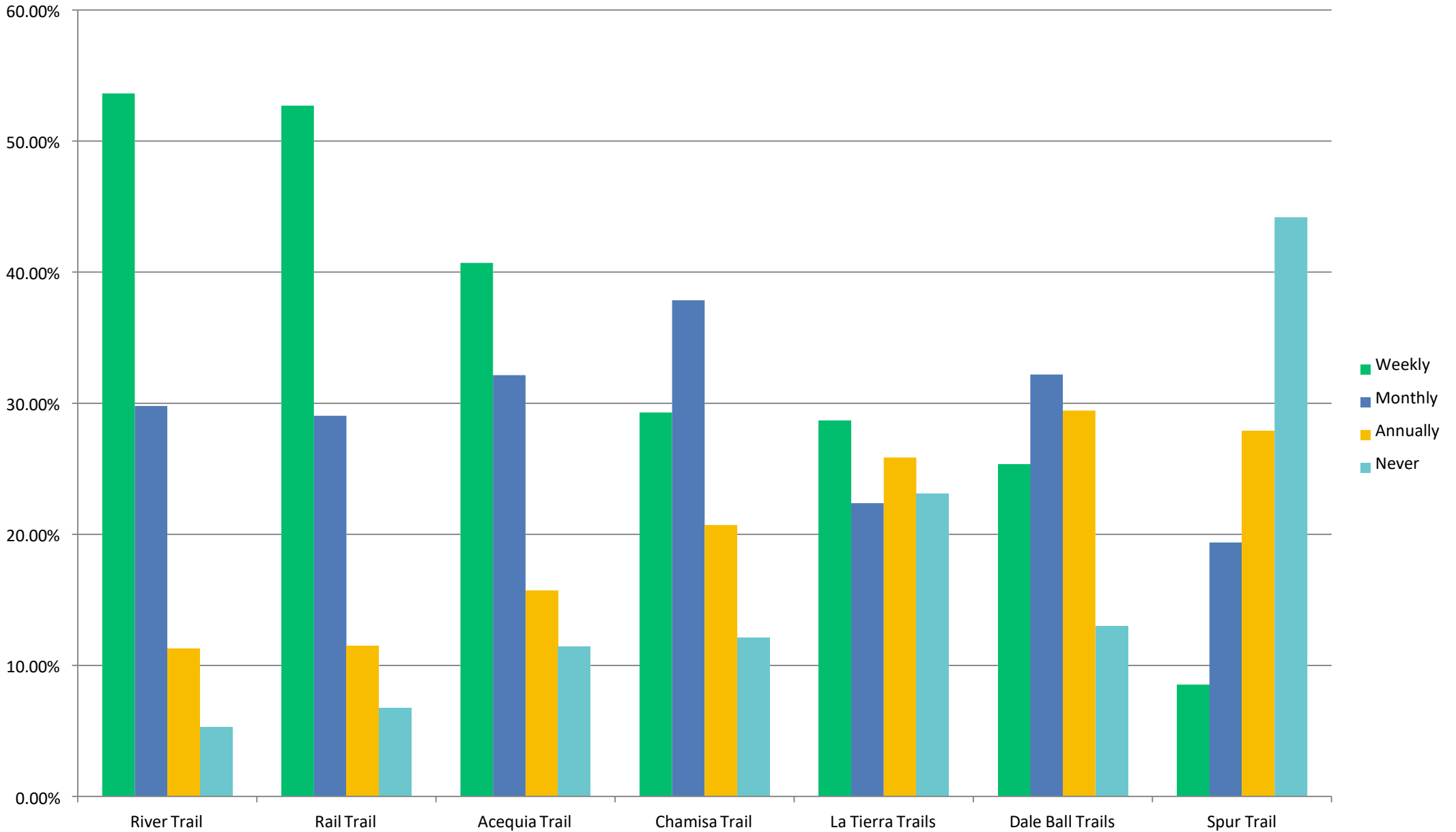
Santa Fe County resident

I don't know

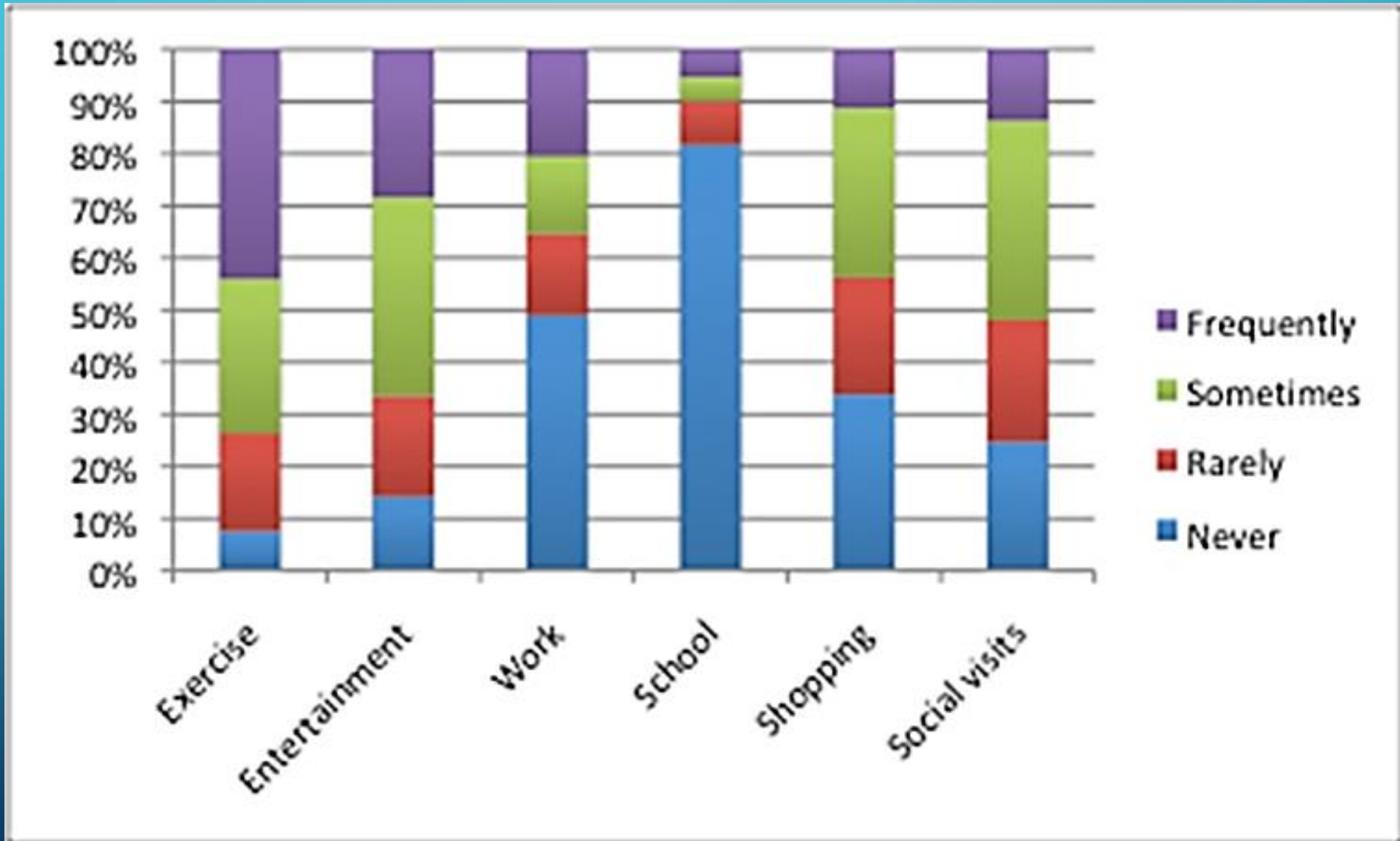
Are you aware that Santa Fe has a citizen committee that advises the city on bike and pedestrian issues?



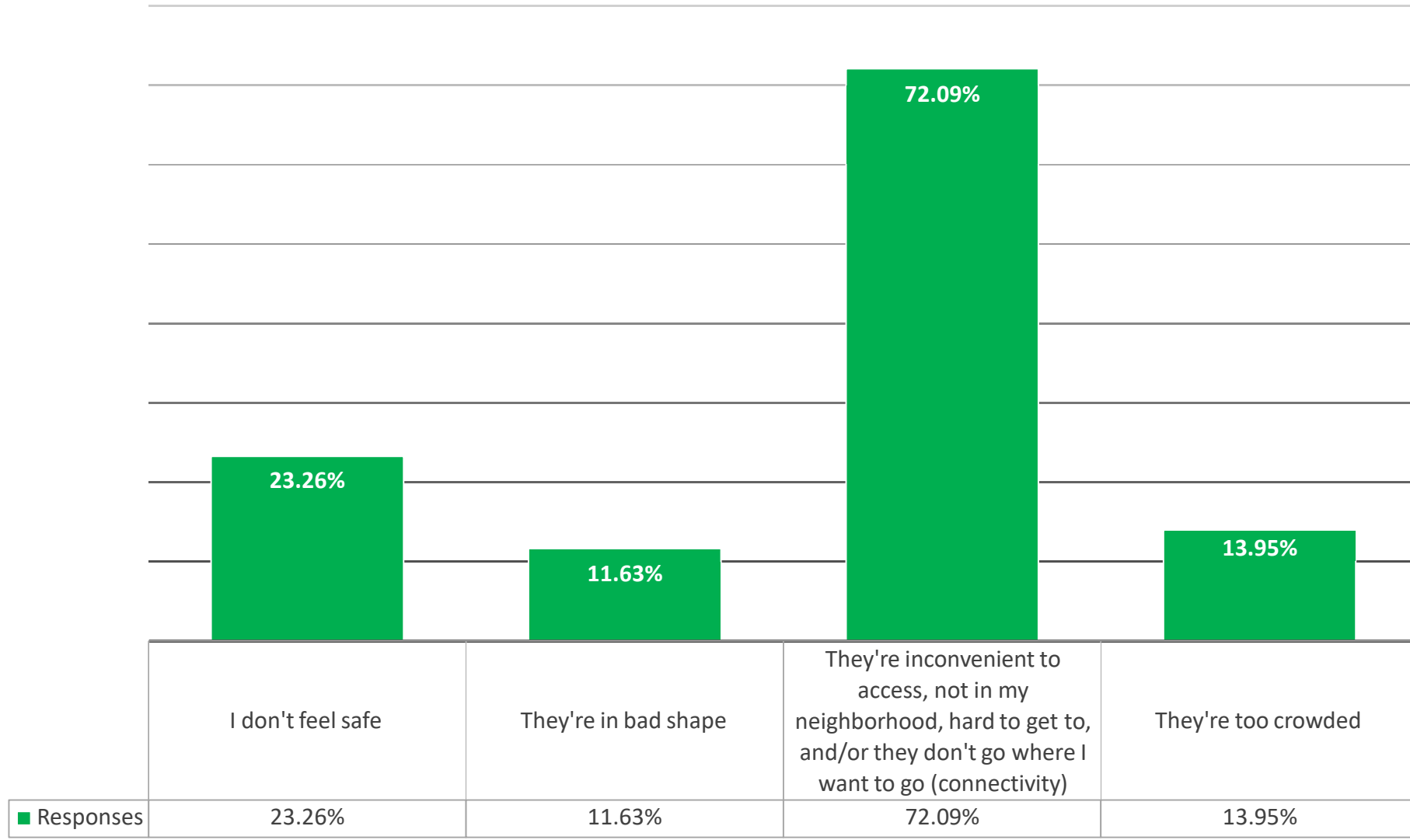
How often do you walk, bike, or actively recreate on these trails?



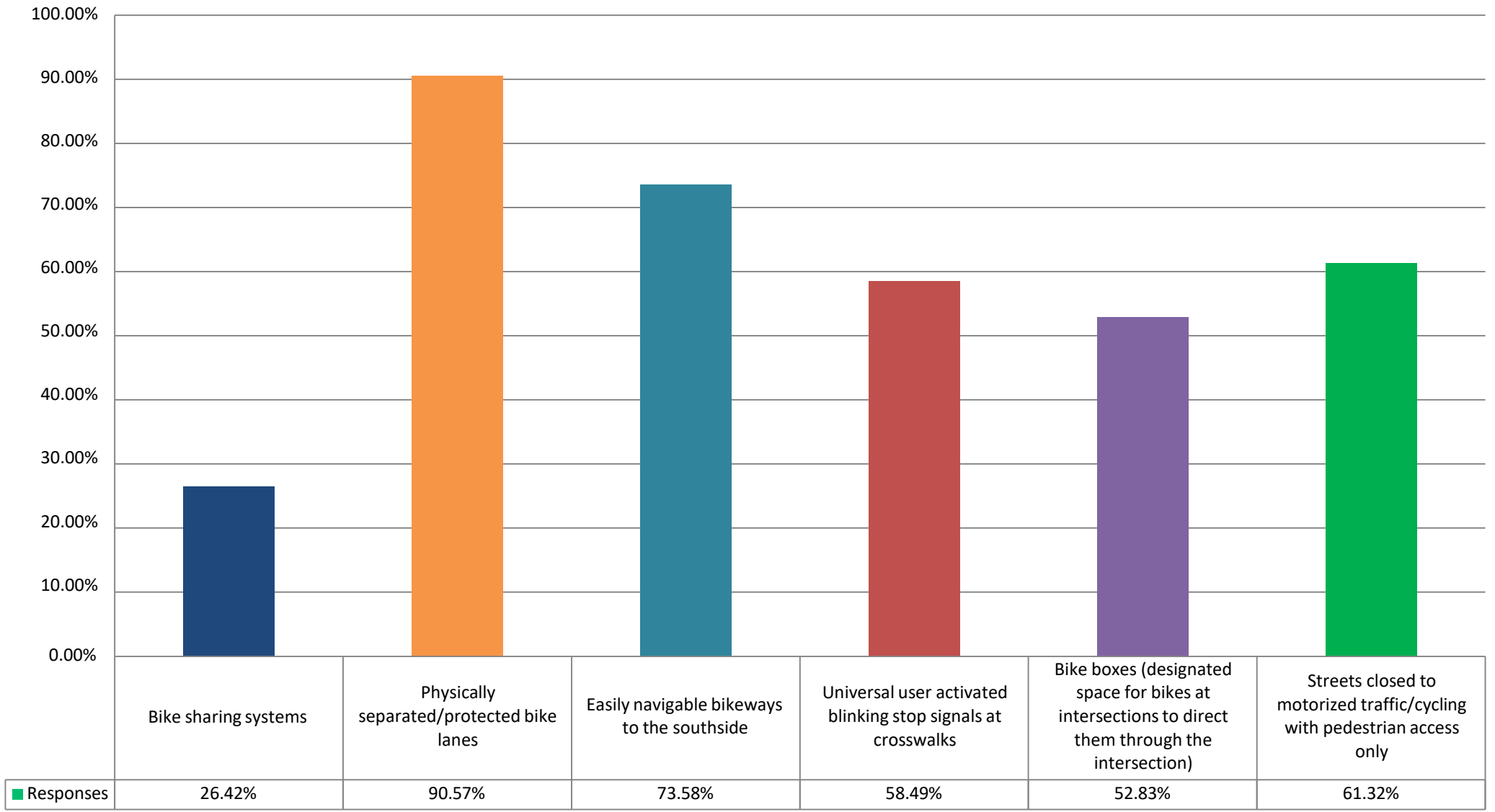
For each of the following types of trips, please indicate how often you use **BICYCLING** as your primary mode of transportation.



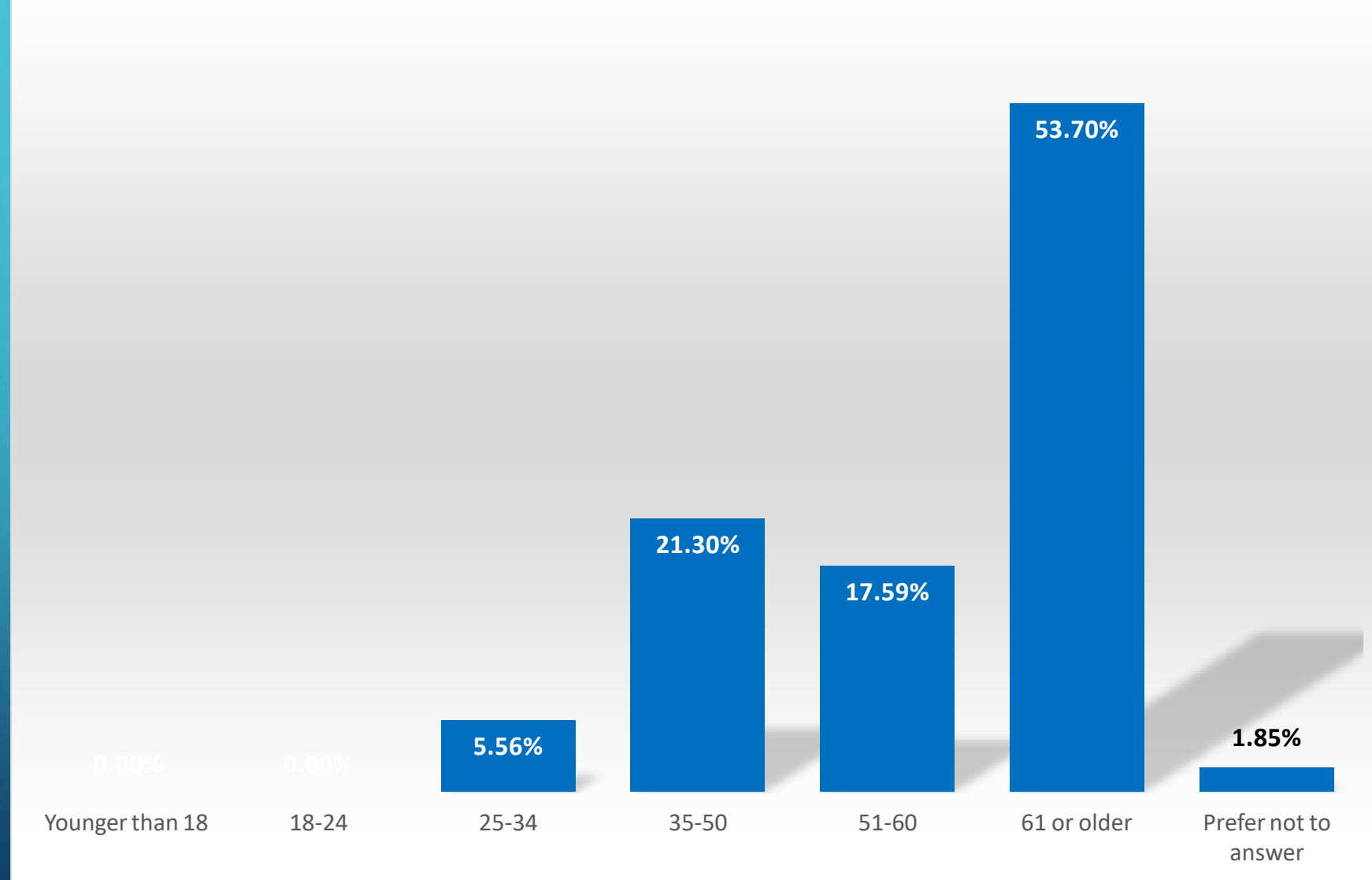
If you don't use the city bike and walking trails for walking, biking or actively recreating, please explain why.



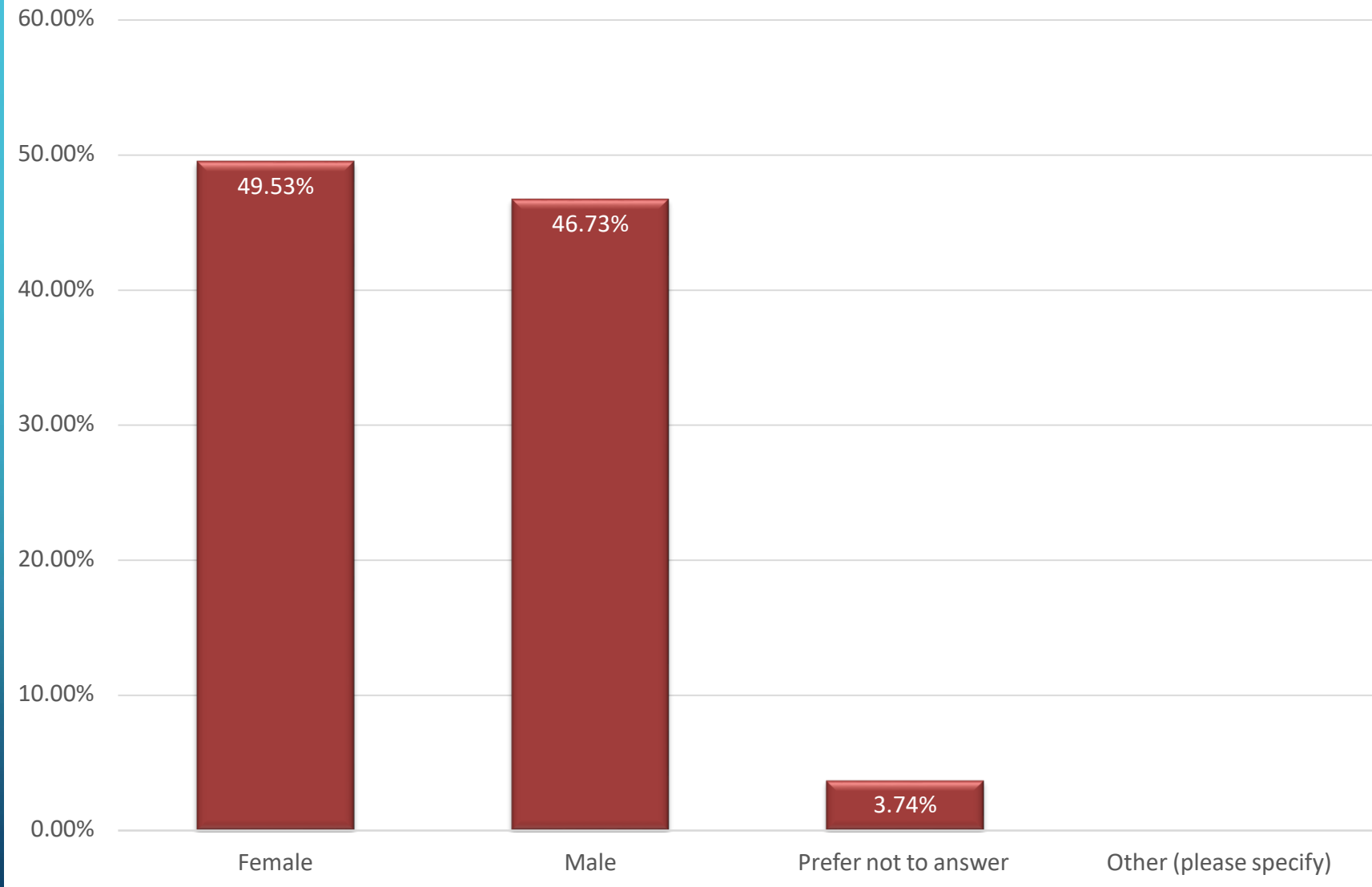
What kind of bike/pedestrian infrastructure does Santa Fe need that we don't currently have?



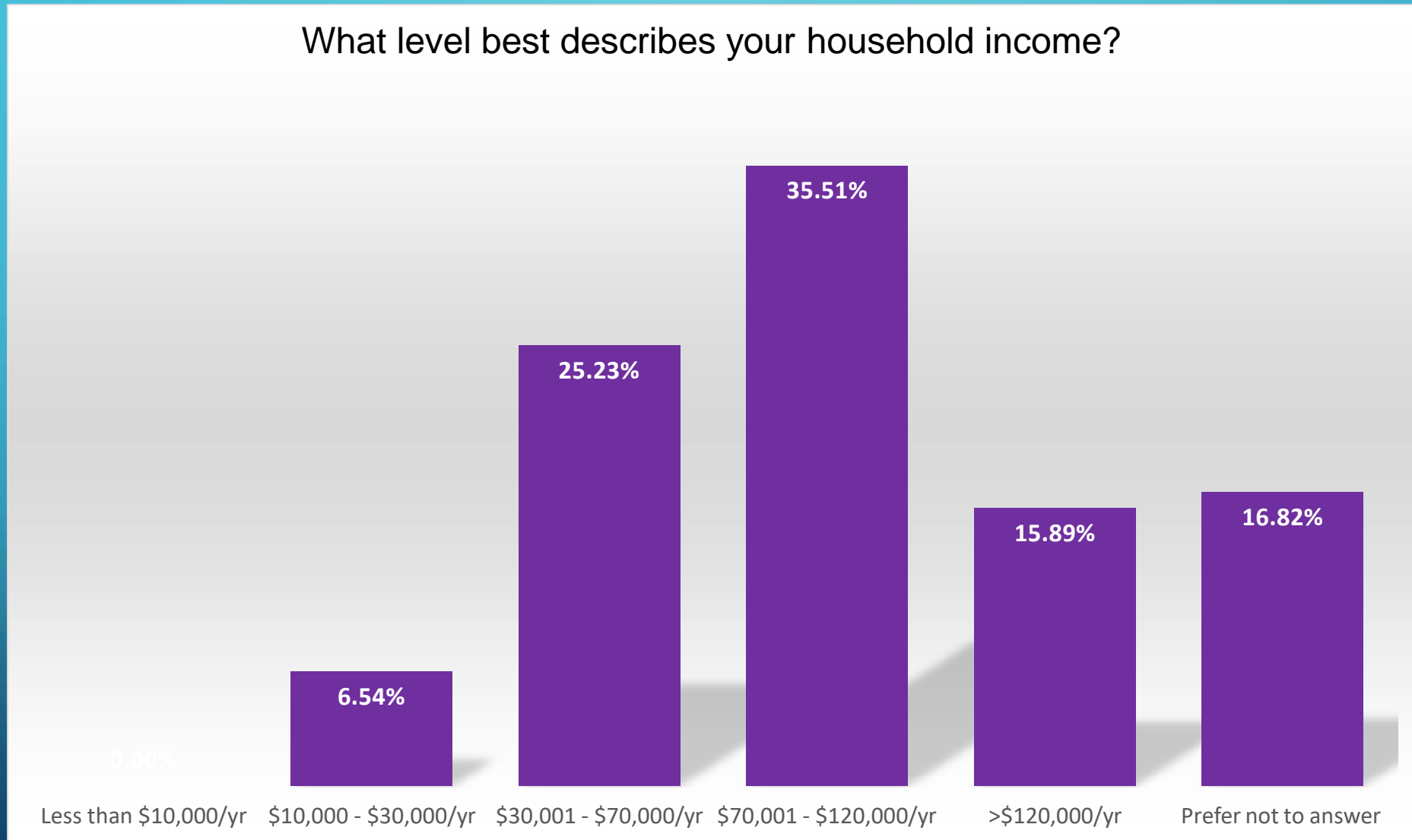
What age group best describes you?



What gender identity best describes you?



What level best describes your household income?



QUESTIONS

